

### REMARKS

The Office Action of April 3, 2009, has been carefully considered.

New Claims 13 and 14 have been added to the application, based upon the specification at page 4, lines 19-23.

Claims 6 and 9-12 have been rejected under 35 USC 102(b) as anticipated by DE 1932929 to Dimaczek, while Claims 7 and 8 have been rejected under 35 USC 103(a) as obvious over Dimaczek.

This reference is in the German language, and no abstract has been provided. The only evidence currently in the record as to the content of this reference is the discussion in the Office action. In order to provide information contrary to the allegations made in the Office action, Applicants submit attached hereto a translation of Dimaczek, labeled "Exhibit: English Translation of DE 1932929."

Dimaczek discloses a diesel electric drive for a ship with two contra-rotating propellers which are driven by synchronous motors 3 and 4, the synchronous motors being fed by a synchronous generator 5 coupled to a diesel motor 6. The Office action alleges that the electrical propulsion motors 3 and 4 are permanent magnet motors; however, the evidence from the full translation suggests otherwise.

Applicants make reference to the translation at page 2, lines 23-29, where it is stated:

In the lower rotation speed control range it is possible, at first, for opposite directions of rotation of the two propellers, to reduce to zero the rotation speed of the synchronous motor 3 by slip control. For this purpose, the synchronous motor 3 is provided with a cage winding. After its excitation has been turned off, it operates in the rotation speed range below of 30% in the

asynchronous operating mode, wherein the rotation speed is changed by reducing the excitation of the rotating current generator 5.

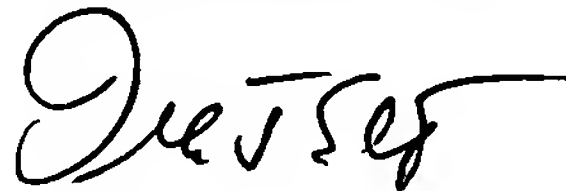
Dimaczek is thus describing that the magnetizing of the synchronous motor is to be turned off, the motor therefore operating asynchronously with a short circuit winding.

A permanent magnet motor *must* operate synchronously, and it is essentially impossible to turn off or change the magnetizing of a permanent magnet motor. Thus, since the excitation of the motor of Dimaczek can be turned off, the motor cannot be a permanent magnet motor, and the invention as claimed cannot be anticipated by Dimaczek.

Withdrawal of these rejections is accordingly requested.

In view of the foregoing amendments and remarks, Applicants submit that the present application is now in condition for allowance. An early allowance of the application with amended claims is earnestly solicited.

Respectfully submitted,



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